

TEMPLATE

Output factsheet: Strategies and action plans

Version 1

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Lead partner	North Adriatic Sea Port Authority
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Responsible partner (PP name and number)	North Adriatic Sea Port Authority
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Summary description of the strategy/action plan (developed and/or implemented)	

The action plans implemented by the North Adriatic Sea Port Authority (NASPA) aims at improving the best tailor-made solutions for the port of Venice both for multimodality and eco-innovation, the two main fields of action of the project.

After the initial analysis phase carried out to detect needs and challenges of the node's region in the two fields, the actions plans tackle problems and needs adopting specific measures to answer the challenges.

The first action plan developed by NASPA is focused on the field of multimodality and is related to the clusters 2 - the node management optimization and 3 - new multimodal services optimization and will focus on two main actions:

- 1) realization of the new container terminal in the Montesyndial area (Marghera Port)
- 2) railway telematics system for shunting operations (SIMA 2)
- 3) An additional action is related to the implementation of pilot action that deals with new services port gateway/freight village connecting Venezia-Verona.

The second action plan developed by NASPA is focused on the field of eco-innovations is related to the cluster 5 - energy efficiency and will focus on two main actions:

- 4) Implementation of innovative lighting system in the port area (LED replacement)
- 5) Car charging stations

Action 1: Realization of the new container terminal in the Montesyndial area (Marghera Port)

As part of its port development framework, North Adriatic Sea Port Authority (NASPA) is developing a new container terminal in the disused areas of previous petro-chemical production and loading facilities. This newly planned facility of approx. 84 ha is known as Montesyndial from the names of the previous facilities at the location (Montefibre & Syndial).

The objective of this action is to reconfigure the entire Montesyndial container terminal layout and include a logistics area for the development of a Container Freight Station (CFS) and light industrial processing activities (manufacturing).

The container terminal will have the following area requirements:

- berth, handling and storage areas
- rail tracks and ancillary facilities

Particular focus should be given on the work and cargo flows inside the areas, on the relations between the same areas and their link with the outside, in order to achieve the best transport performance in line with the market requirements (e.g., delivering and forwarding time) and to optimize the available space.

This action will not be followed by a pilot action within TalkNET project, but it will have the following funds leverage foreseen after the project end:

- Realization of container terminal: € 184,000,000

- Realization of dedicated logistic area: € 142,000,000

Action 2: Railway telematics system for shunting operations (SIMA 2)

The Port of Venice has planned several investments with the scope of increase its railway traffic flows. Among the others, these investments are focused on:

- the enhancement of railway telematics systems for shunting operations (SIMA) and its integration with PCS (Port Community System) and information systems of other subject involved in developing rail services and OCR SYSTEM.
- the improvement of coordination between local and national paths. The programming of the railway shunting service will be coordinated both with the planned capacity of national infrastructure manager (RFI) and with the processing times of the loads within the individual linked terminals of the port. The coordination will increase the overall capacity of the "Compensorio" (Marghera Port) because it will result in a drastic reduction of the "double" shunt, or rather the need to shunt more than once a single convoy.

This action is the ground for the two pilot actions that will be carried out within the project:

- ICT/ITS tools for rail traffic (SIMA 2): Railway telematics system for shunting operations. Development of the second phase of the integrated system (SIMA) for the management of the shunting railway in the port of Venice.
- Innovative control shunting system: development of DATAMART that will be part of the SIMA and will be used to manage data in/out for statistical purposes.

Action 3: New shuttle services between Verona freight village and port of Venice

The main needs that will be tackled by this action are the reduction of the air pollution and of the traffic jams. Over the years, the road transport has been a steady growth both on the freight and passengers side. For this reason, the efforts of Europe are to reduce its use when it is possible, fostering the railway transport on long stretches (longer than 400 kilometres). However, the distance between Verona and Venezia is very short (about 120 kilometres) so the challenge is to make this shuttle service competitive to the road transport. Another challenge is to increase this service as more as possible in order to face the needs mentioned before (congestions, CO emissions, etc.). Lastly, the bigger challenge is to change the behaviour of the freight operators used to carry out their daily activities especially using the road transport.

This action is linked to D.T 3.2.6 - Pilot action for the activation/optimization of multimodal services: new services port gateway/freight village. The purpose of the pilot action is to activate a new railway shuttle service in order to connect two long multimodal routes (from Greece to Italy/Germany and from Italy to Germany/Scandinavia), reducing the road traffic on the motorway between Verona-Venice thanks to the use of this railway shuttle service. A possible scope will be to start with three weekly connections and to

arrive to a daily railway service, but it will depend on the operators' availability and cooperation. This pilot action aims to create a unique multimodal service with a low use of the road transport (necessary only for the last mile connections between the nodes to the shippers/dispatchers and vice versa).

The pilot action will be carried out by PP4 ZAILOG.

Action 4: Implementation of innovative lighting system in the port area

Action 5: Car charging stations

The port of Venice can improve the energy efficiency in the port area by adopting the following type of interventions - CO2 emissions performances are included in the actions:

- Switch to electric cranes
- Installation of a photovoltaic system
- LED replacement - light towers

In relation to e-mobility solutions to be adopted, columns for charging electric vehicles in the port of Venice can be installed, implementing new technology and infrastructure moving towards e-mobility solutions.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

NUTS 2 - Veneto Region (IT)

The Port of Venice represents one of the most important port and logistics systems in the Adriatic. Due to its strategic position, it represents an increasingly strong link in the logistics chain between Central and Eastern Europe on one side as well as the East Mediterranean, the Middle East and the Far East on the other side.

The role of the Port of Venice as key interconnection node of transport flows between the South-Eastern countries and the Central-North countries is recognized by the inclusion of the port in the list of "Core seaports" of the new TEN-T Regulation (EU Regulation n. 1315/2013). The Port is a crossroads of three out of the nine multimodal TEN-T Core Network Corridors: the Mediterranean Corridor, the Scandinavian-Mediterranean Corridor, the Baltic-Adriatic Corridor.

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

In relation to the two actions planned in the multimodal field, the new terminal will be able to handle large feeder and short sea container vessels and partially laden deep sea container ships up to 9,000 TEU in size. It would be equipped with an intermodal terminal and there would be some distribution centres developed adjacent to the terminal to provide port-centric distribution (PCD) facilities. The facility is being marketed to serve the Central and Eastern Europe market which implies that intermodal rail freight services will be a key element of the overall offer. This is linked to the second action that aims at increasing the efficiency of railway shunting inside the port and developing efficient intermodal rail services. This will allow to play a relevant role as a gateway and logistics service provider to the North of Italy and more specifically the Eastern Lombardy, and other international destinations, such as Central and Eastern Europe (e.g. Southern Germany, Austria, Switzerland, etc). All the relevant regional and international stakeholders will benefit from the improved logistic efficiency.

In relation to the two actions planned in the eco-innovation fields in the port of Venice, the implementation of innovative lighting system in the port area and port structures and the realization of charging stations for cars within the port area will impact on further investments for eco-innovations measures in the territory. They will involve the stakeholders operating in the context of the port with the possibility to further open the port towards the city and the regional territory to adhere to eco-innovation policies and solutions to be adopted.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The actions foreseen in both fields of multimodality and eco-innovations are included in the long term plans of the port and some of them will receive institutional and financial public support (national and EU) as part of regional and/or national development plans.

The transferability to other territories and stakeholders of the actions planned for the multimodal nodes optimization of the port of Venice is connected with the European framework of policies and strategies, where multimodality and innovation are key instruments to offer a more efficient and sustainable transport network. The actions will respond to the new logistic needs and improve its multimodal terminal efficiency. The planned actions in the eco-innovation field can be exploited and transferred to other territories, in particular to those areas (such as other ports) where already industrial and commercial activities are concentrated, stimulating the conversion to the adoption of innovative eco-solutions.

Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The choice of the measures to answer the needs and tackle the challenges detected is based on the cooperation of the stakeholders involved, starting from the territorial level to the transnational level. The port is an international actor per definition and the transnational dimension is evident from the involvement of the transnational operators and players of the logistic chain also in the development of the action plans.

This output will be made available to policy makers, economic actors and logistics players of different CE countries and will positively benefit the competitiveness of freight transport. Also it helps to create the conditions to attract international freight traffic flows and support public actors in the decision making processes.

Within the aim to involve and improve the coordination among transport stakeholders, project partners have shared an on-going process aimed at improving the multimodal logistics nodes and eco-innovation solutions.

In particular, the North Adriatic Sea Port Authority will deal more in depth with mutual learning on multimodality, focusing on the following pilot actions:

- new service connecting the port of Venice and Verona for development of a logistic corridor (Zailog);
- rail service connecting Poland and the North Adriatic area (Codognotto Poland);
- IT railway-linked programme to optimize the cargo schedule (Port of Rijeka).

References to relevant deliverables and web-links
If applicable, pictures or images to be provided as annex

- D.T1.2.1 Analysis on multimodal nodes efficiency and connections - Venice;
- D.T2.2.1 Analysis on ECO solutions deployment - Venice;
- D.T1.5.1/D.T2.5.1 Methodology for action plans development
- D.T1.5.2 - Action plans to improve multimodal nodes efficiency and connections - Venice (NAPA)
- D.T2.5.2 - Action plans on eco-solutions deployment - Venice (NAPA)